

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: STP00-1111-00(001) Catoosa **OFFICE:** Engineering Services
P.I. No.: 642220
SR 146 from SR 1/US 27 to Lakeview Rd. **DATE:** May 18, 2010

FROM: Ronald E. Wishon, State Project Review Engineer *REW*

TO: Bobby K. Hilliard, PE, State Program Delivery Engineer
Attn.: Terry Rogers

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above project was held February 15-18, 2010. Responses were received on May 14, 2010. Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. The Project Manager shall incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project.

ALT #	Description	Potential Savings/LCC	Implement	Comments
RD-1	Eliminate bike lanes	Proposed = \$3,532,114 Actual = \$2,587,410	No	RD-1 cannot be implemented because RD-4 will be implemented. Please note that the VE Team overstated the potential cost reduction because they included 1000 ft of project length east of West Side Drive that is currently under construction as part of the adjacent project. Only the installation of the median in this area is proposed as part of the current project. No bike lanes were ever proposed in this section. There are also 1700 ft of U-turn "eyelets" at most median openings that cannot be narrowed. Removing these exceptions reduces the proposed cost savings by approximately 23%.
RD-3	Construct outside lanes 12 ft wide and inside lanes 11 ft wide	Proposed = \$953,294 Actual = \$731,191	Yes	This will be done; however, the estimated cost savings will be reduced for the same reasons as noted in RD-1.

RD-4	Construct one 10 ft multi-use trail in lieu of one 5 ft sidewalk and two 4 ft bike lanes	Proposed = \$1,330,167 Actual = \$947,695	Yes	This will be done; however, the estimated cost savings will be reduced for the same reasons as noted in RD-1. Multi-use trail construction is not feasible for the section east of Westside Drive since the existing pavement and shoulder width has been set by the adjacent project.
RD-8	Minimize improvements on Cross Street	Proposed = \$345,555 Actual = \$134,718	Yes	This will be done; however, the proposed cost savings will be reduced because the alignment of Cross Street has been shifted from its original location. This will require some tie-in work on Herron Street, Riddle Street and more work on Cross Street than was proposed by the VE Team.
RD-12	Close median openings at CR 57/Beaver Road, the entrance to the Park Lake Apartments, and Linda Lane	Proposed = \$148,380 Actual = \$90,594	Yes, partially	The Linda Lane and Beaver Road openings will be closed, but the Park Lake median opening will remain. The Park Lake apartment complex is large, and the distance to adjacent median openings is 1000 ft in each direction.
RD-14	Use a 4" concrete median instead of a 7 1/2" concrete median	\$163,080	Yes	This will be done.
RD-18	Eliminate sidewalks on Cross Street, Fant Drive, and Cedar Lane	\$59,835	Yes	This will be done
RD-19	Reduce ROW required for Pine Hill Drive to avoid the taking of the existing Conoco gas station	Proposed = \$550,000 Actual = \$180,816	Yes	Tax records for the Conoco property indicate an assessed valuation of \$149,550. Pavement, curb and gutter, and sidewalk reductions were estimated and added to the ROW savings.
RD-21	Modify the alignment for the reconstruction of Fant Drive	\$316,888	Yes	This will be done.

Approved:

Gerald M. Ross

Gerald M. Ross, PE, Chief Engineer

Date:

6/3/10

REW/LLM

Attachments

c: Ben Buchan
Bobby Hilliard/Stanley Hill/Terry Rogers
Mike Murdoch
Patrick Bowers/Kenny Beckworth
Nabil Raad
Lisa Myers
Matt Sanders

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: STP00-1111-00(011), Catoosa County **OFFICE:** Program Delivery
SR 146 fm SR 1/US 127 East to CR553/Lakeview Rd.
P.I. No. 642220 **DATE:** May 13, 2010

FROM: Bobby Hilliard, State Program Delivery Engineer S.H.

TO: Ronald E. Wishon, Project Review Engineer
Attn: Lisa Myers

SUBJECT: **Value Engineering Study Responses**

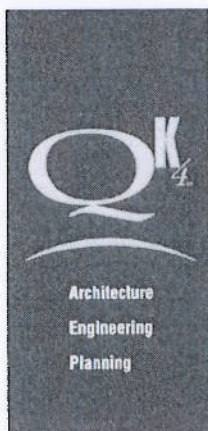
Reference is made to the alternative proposals contained in the Value Engineering Study- Final Report dated March 4, 2010 for the above referenced project. Attached are the consultant responses for the Value Engineering Study. This office is in concurrence with these responses

For any questions, please call Terry Rogers at 404-631-1567.

S.H.
BKH:SH:tr

Cc: Ben Buchan, Director of Engineering

Attachments



3160 Holcomb Bridge Road, Suite 455
Norcross, Georgia 30071
Ph. 404-329-5900
Fx. 404-329-5901
www.qk4.com

May 13, 2010

Terry Rogers
Georgia Department of Transportation / Office of Program Delivery
600 West Peachtree Street, 25th Floor
Atlanta, GA 30308

642220 SR 146 (Cloud Springs Road) Value Engineering Study

Dear Terry,

Qk4 has reviewed the VE Study for SR 146. The following is a breakdown of our responses.

RD-1 – Eliminate Bike Lanes

VE team savings Estimate \$3,532,114

No, will not implement – Because we are implementing RD-4. RD-1 and RD-4 are not mutually exclusive, since the actual recommendations conflict with each other. Only one or the other of these two recommendations can be implemented.

The VE team overstates the potential cost reduction. This is because the VE team included nearly 1000' of project length east of West Side Drive that is currently under construction as part of the adjacent project. That section is only slated for median construction on this project. No bike lanes were ever proposed to be added to that section. Also there are nearly 1700' of U-turn "eyelets" at most median openings that can't be narrowed, even if the bike lanes are removed, in order to accommodate encroachment of U-turning vehicles. Removing those exceptions from the remaining mainline project length reduces the projected cost savings by approximately 23%.

Revised Estimated Savings - \$2,587,410

RD-3 – Construct outside travel lanes at 12' wide and inside lanes at 11' wide

VE team savings estimate \$953,294

Yes, will implement. However, the estimated cost savings will not be as great as the VE team estimates, for the same reasons as were discussed for RD-1.

Revised Estimated Savings - \$731,191



RD-4 – Construct one 10' multi-use trail in-lieu of one 5' sidewalk and two 4' bike lanes

VE savings estimate \$1,330,167

Yes, will implement. However, the estimated cost savings will not be as great as the VE team estimates, for the similar reasons as were discussed for RD-1.

Multi-use Trail construction is not feasible for the section east of Westside Drive since the existing edges of pavement and shoulder width has been set by the adjacent project, and the existing curb line locations need to be held at the U-turn “eyelets”.

Revised Estimated Savings - \$947,695

RD-8 – Minimize improvements along Cross Street

VE team savings estimate \$345,555

Yes, will implement. – However, the estimated savings is reduced because the alignment of Cross Street had been shifted from its original location. This will require some tie-in work on Herron Street, Riddle Street and more work on Cross Street than was taken into account by the VE team.

Revised Estimated Savings - \$134,718

RD-12 – Close median openings at CR-57/Beaver Road, the entrance to Park Lake Apartments, and Linda Lane

VE team savings estimate \$148,380

Yes, will partially implement. Will close Linda Lane and Beaver Road openings, but leave the Park Lake median opening. The Park Lake apartment complex is large, and the distance to adjacent median openings is approximately 1000 feet in each direction. Closing the Park Lane entrance median opening would result in a continuous raised median for 2000 feet, prohibiting left-turns for these apartments and a large number of other business, homes and apartments.

Revised Estimated Savings - \$90,594

RD-14 – Use a 4" concrete median instead of a 7-1/2" concrete median

VE savings estimate \$163,080

Yes, will implement

Estimated Savings - \$163,080

RD-18 – Eliminate sidewalks on side streets: Cross Street, Fant Drive and Cedar Lane

VE team savings estimate \$59,835

Yes, will implement

Estimated Savings - \$59,835



RD-19 – Reduce ROW required for Pine Hill Drive to avoid the taking of the existing Conoco gas station

VE team savings estimate \$550,000

Yes, will implement – Estimate savings in VE report were unverified, by their own admission. Qk4 checked tax records for that property and the assessed valuation for the entire Conoco property is listed as \$149,550. Pavement, curb and gutter and sidewalk reductions were estimated and added to the right-of-way savings. Savings are substantial, but significantly less than included in the VE report.

Revised Estimated Savings - \$180,816

RD-21 – Modify the alignment for the reconstruction of Fant Drive

VE team savings estimate \$316,888

Yes, will implement

Estimated Savings - \$316,888

Sincerely yours,

A handwritten signature in dark ink, appearing to read 'Jeffrey W. Dyer', written in a cursive style.

Jeffrey W. Dyer, P.E., PTOE
Project Manager

Calculations

PBSJ

PROJECT: Georgia Department of Transportation
STP00-1111-00(011)- P.I. No. 642220
SR 146/Cloud Springs Road from SR 1/US 27 East to
CR 553/Lakeview Road
Catoosa County

ALTERNATIVE NO.:

RD-1

DESCRIPTION: Eliminate bike lanes

SHEET NO.: 3 of 4

ROW savings= 8' less to be acquired by elimination of bike lanes. Average width acquired throughout the project= 70' plus existing ROW.

Therefore: 8'/70' = 11% average ROW reduction.

Project length= $1.82 \times 5280 = 9590$ LF x 8' width reduction= $76,720$ SF/9=
~~11,076~~ SY full depth pavement reduction.

GAB reduction= $8524 \times 11,076$ SY saved
25mm Superpave- $11,076$ SY x 440lb/sy/2000lb/ton = 1875 tons saved
19mm Superpave- $11,076$ SY x 220lb/sy/2000lb/ton = $2,437$ tons saved
12.5mm Superpave- $11,076$ SY x 165lb/sy/2000 lb/ton = $1,218$ tons saved
 938 tons saved
 703

PBS &

RD-1

SHEET NO.: 4 of 4

\$2,507,410

Calculations

PBSJ

PROJECT:	Georgia Department of Transportation STP00-1111-00(011)- P.I. No. 642220 SR 146/Cloud Springs Road from SR 1/US 27 East to CR 553/Lakeview Road Catoosa County	ALTERNATIVE NO.: RD-3
DESCRIPTION:	Construct outside travel lanes at 12' width and inside lanes at 11' width.	SHEET NO.: 3 of 4

$\begin{matrix} 1,82 & 9,590 & 19,180 & 2,131 \\ \text{Project length} = 2.36 \text{ miles} \times 5,280 \text{ LF/Mile} = 12,461 \text{ LF} \times 2' \text{ width reduction} = 24,922 \text{ SF/9SF/SY} = 2,769 \text{ SY} \end{matrix}$
 full depth pavement reduction.

$\begin{matrix} 2,131 \\ \text{GAB reduction} = 2,769 \text{ SY saved} \\ 25\text{mm Superpave} - 2,769 \text{ SY} \times 440 \text{ lb/sy/2000 lbs/ton} = 609 \text{ tons saved } 469 \\ 19\text{mm Superpave} - 2,769 \text{ SY} \times 220 \text{ lb/sy/2000 lbs/ton} = 305 \text{ tons saved } 234 \\ 12.5\text{mm Superpave} - 2,769 \text{ SY} \times 165 \text{ lb/sy/2000 lbs/ton} = 228 \text{ tons saved } 176 \end{matrix}$

ROW savings = 2'

Average width acquired throughout the project = 70' plus existing ROW.
 Therefore: $2'/70' = 3\%$ average ROW reduction.

Cost Worksheet



PROJECT:		Georgia Department of Transportation STP00-1111-00(011)- P.I. No. 642220 SR 146/Cloud Springs Road from SR 1/US 27 East to CR 553/Lakeview Road Catoosa County				ALTERNATIVE NO.: RD-3	
DESCRIPTION:		Construct outside lanes at 12' width and inside lanes at 11' width				SHEET NO.: 4 of 4	
CONSTRUCTION ITEM		ORIGINAL ESTIMATE			PROPOSED ESTIMATE		
ITEM	UNITS	NO. OF UNITS	COST/ UNIT	TOTAL	NO. OF UNITS	COST/ UNIT	TOTAL
310-5120 GAB 12"	SY	81,000	\$ 13.24	\$ 1,072,440	78,864 78,231	\$ 13.24	1,044,226 \$ 1,035,178
402-3147 12.5mm Superpave	TN	12,000	\$ 56.36	\$ 676,320	11,824 11,772	\$ 56.36	666,400 \$ 663,470
402-3190 19mm Superpave	TN	16,000	\$ 57.93	\$ 926,880	15,766 15,695	\$ 57.93	913,324 \$ 908,211
402-3121 25mm Superpave	TN	31,000	\$ 53.81	\$ 1,668,110	30,531 30,391	\$ 53.81	1,642,873 \$ 1,635,340
							24,968,212
ROW	LS	1	\$25,556,000	\$ 25,556,000	97.7% 97.00%	\$ 25,556,000	\$24,789,320
Sub-total				\$ 29,899,750			29,235,035 \$29,033,119
Mark-up at 10.0%				\$ 2,989,975			2,923,503 \$ 2,903,812
TOTAL				\$ 32,889,725			32,158,534 \$31,936,431
Estimated Savings:							\$953,294

\$731,191

Calculations

PBSJ

PROJECT: Georgia Department of Transportation
STP00-1111-00(011)- P.I. No. 642220
SR 146/Cloud Springs Road from SR 1/US 27 East to
CR 553/Lakeview Road
Catoosa County
DESCRIPTION: Construct one 10' multi-use trail in-lieu of one 5' sidewalk
and two 4' bike lanes

ALTERNATIVE NO.:

RD-4

SHEET NO.: 3 of 4

ROW savings= Removing bike lanes=8' width savings
Additional width required for multi-use trail= 5'
=3' net ROW width savings

Average width acquired throughout the project= 70' plus existing ROW.

3'/70'=4% average ROW reduction.

Full Depth pavement reduction: 9590 76,720 8524
Project length= 2.36 miles x 5,280LF/Mile= 12,461 LF x 8' width reduction= 99,688 SF/9= 11,076 SY full
depth pavement reduction.

GAB reduction= 8524
11,076 SY saved
25mm Superpave- 11,076 SY x 440lb/sy/2000lbs/ton = 2437 tons saved 1875
19mm Superpave- 11,076 SY x 220lb/sy/2000 lbs/ton = 1,218 tons saved 938
12.5mm Superpave- 11,076 SY x 165lb/sy/2000 lbs/ton = 914 tons saved 703

Additional sidewalk quantities:

Each sidewalk requires approximately 9,000 sy

Therefore, an additional 9,000 sy is required to widen one of the walks to be a 10' multi-purpose trail.

PBS

\$ 947,695

Calculations



PROJECT: Georgia Department of Transportation
STP00-1111-00(011)- P.I. No. 642220
SR 146/Cloud Springs Road from SR 1/US 27 East to
CR 553/Lakeview Road
Catoosa County

ALTERNATIVE NO.:

RD-8

DESCRIPTION: Minimize improvements on Cross Street

SHEET NO.: 4 of 5

Reduced paving width:

$$\begin{array}{rcl} \text{Riddle Street- } 20' \times 100' & = & 2,000 \text{ SF } 1100 \\ \text{Herron Street- } 30 \times 100' & = & 3,000 \text{ SF } 750 \\ \text{Cross Street- } 30' \times 370' & = & 11,100 \text{ SF } 5400 \\ \text{Total } 12' \times 450' & = & 18,020 \text{ SF } / (9 \text{ SF / SY}) \Rightarrow 2,002 \text{ SY} \end{array}$$

Reduced base width:

$$\begin{array}{rcl} \text{Riddle Street- } 27' \times 100' & = & 2,700 \text{ SF } 1485 \\ \text{Herron Street- } 37 \times 100' & = & 3,700 \text{ SF } 925 \\ \text{Cross Street- } 42' \times 370' & = & 15,540 \text{ SF } 8550 \\ \text{Total } 19' \times 450' & = & 23,420 \text{ SF } / (9 \text{ SF / SY}) \Rightarrow 2,602 \text{ SY} \end{array}$$

Right of Way- 6000

Assume $15,000 \text{ SF} / 43,560 \text{ SF/AC} \Rightarrow 0.35 \text{ Acres}$

1.4 0.35 AC x \$250,000 => \$87,500 34,435

Right of way: Net cost

Scheduling @ 55%

Court cost @ 60%

Total

$$\begin{array}{rcl} & = & \$87,500 \text{ } 34,435 \\ & = & \$48,425 \text{ } 10,939 \\ & = & \$135,925 \text{ } 53,374 \\ & = & \$81,375 \text{ } 32,024 \\ & = & \$217,000 \text{ } 85,398 \end{array}$$

Paving-

$$\begin{array}{rcl} \text{Superpave } 12.5\text{mm} & = & [(2,002 \text{ SY}) \times 165\#/\text{SY-IN} / (2000\#/\text{Ton})] \Rightarrow 174 \text{ TN } 67 \\ \text{Superpave } 19.0\text{mm} & = & [(2,002 \text{ SY}) \times 220\#/\text{SY-IN} / (2000\#/\text{Ton})] \Rightarrow 232 \text{ TN } 89 \\ \text{Superpave } 25.0\text{mm} & = & [(2,002 \text{ SY}) \times 440\#/\text{SY-IN} / (2000\#/\text{Ton})] \Rightarrow 463 \text{ TN } 177 \\ \text{12" GAB} & & \Rightarrow 2,602 \text{ SY} \end{array}$$

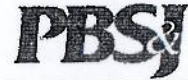
Curb & Gutter:

$$\begin{array}{rcl} 75 & & 150 \\ 600 \text{ LF} \times 2 \text{ sides} & \Rightarrow & 1200 \text{ LF} \end{array}$$

Sidewalk:

$(500 \text{ LF} \times 5 \text{ FT}) / (9 \text{ SF / SY}) \Rightarrow 30 \text{ SY}$

Cost Worksheet



PROJECT:		Georgia Department of Transportation STP00-1111-00(011)- P.I. No. 642220 SR 146/Cloud Springs Road from SR 1/US 27 East to CR 553/Lakeview Road Catoosa Catoosa County				ALTERNATIVE NO.: RD-8		
DESCRIPTION: Minimize improvements on Cross Street						SHEET NO.: 5 of 5		
CONSTRUCTION ITEM		ORIGINAL ESTIMATE			PROPOSED ESTIMATE			
ITEM	UNITS	NO. OF UNITS	COST/ UNIT	TOTAL	NO. OF UNITS	COST/ UNIT	TOTAL	
				\$ -			\$ -	
12.5 mm Superpave	TN	67 174	\$ 56.36	\$ 9,807 3,776	0	\$ 56.36	\$ -	
19.0 mm Superpave	TN	89 232	\$ 57.93	\$ 13,440 5,156	0	\$ 57.93	\$ -	
25.0 mm Superpave	TN	177 463	\$ 53.81	\$ 24,944 9,524	0	\$ 53.81	\$ -	
GAB	SY	1218 2,570	\$ 13.24	\$ 34,027 16,126	0	\$ 13.24	\$ -	
Curb & Gutter Type-2	LF	150 1,200	\$ 11.87	\$ 14,244 1,781	0	\$ 11.87	\$ -	
Sidewalk	SY	30	\$ 23.65	\$ 710	0	\$ 23.65	\$ -	
Right of Way	LS	1	\$ 217,000.00 85,398	\$ 217,000 85,398	0		\$ -	
Sub-total				\$ 314,441 122,471			\$ -	
Mark-up at 10.00%				\$ 31,444 12,247			\$ -	
TOTAL				\$ 345,555			\$ -	
Estimated Savings:				\$ 134,718	\$345,555			
					\$ 134,718			

Calculations

PBS&J

PROJECT: Georgia Department of Transportation
STP00-1111-00(011)- P.I. No. 642220
SR 146/Cloud Springs Road from SR 1/US 27 East to
CR 553/Lakeview Road
Catoosa County

ALTERNATIVE NO.:

RD-12

DESCRIPTION: Close median openings at CR-57/Beaver Road, the
entrance to Park Lake Apartments, and Linda Lane

SHEET NO.: 5 of 6

Paving Area:

Linda Lane -	Tapers	$(50+50) \times ((12+0)/2)$	= 600 SF
	Storage	$(150+240) \times 12$	= 4,680 SF
	Median	(100×20)	= 2,000 SF
Park Lake Drive -	Tapers	$(100+100) \times ((12+0)/2)$	= 1,200 SF
	Storage	$(260+360) \times 12$	= 7,440 SF
	Median	(100×20)	= 2,000 SF
Beaver Road -	Tapers	$(100+100) \times ((12+0)/2)$	= 1,200 SF
	Storage	$(310+260) \times 12$	= 6,840 SF
	Median	(100×20)	= 2,000 SF
Total-			$27,960 \text{ SF} / (9 \text{ SF} / \text{SY}) \Rightarrow 3,110 \text{ SY}$
		17,320	1924

Reduced Paving-

Superpave 12.5mm	=	$[(3,110 \text{ SY}) \times 165 \# / \text{SY-IN} / (2000 \# / \text{Ton})]$	=> 257 TN 154
Superpave 19.0mm	=	$[(3,110 \text{ SY}) \times 220 \# / \text{SY-IN} / (2000 \# / \text{Ton})]$	=> 342 TN 212
Superpave 25.0mm	=	$[(3,110 \text{ SY}) \times 440 \# / \text{SY-IN} / (2000 \# / \text{Ton})]$	=> 684 TN 423
12" GAB			=> 3,110 SY
			1924

Curb & Gutter:

3 Locations x 2 sides x 100 LF => 600 LF

Concrete Median:

Linda Lane -	$(200 \text{ LF} + 290 \text{ LF}) \times (3 \text{ FT wide})$	= 1,470 SF
Park Lake Drive -	$(360 \text{ LF} + 460 \text{ LF}) \times (3 \text{ FT wide})$	= 2,460 SF
Beaver Road -	$(410 \text{ LF} + 360 \text{ LF}) \times (3 \text{ FT wide})$	= 2,310 SF
Total-		$6,240 \text{ SF} / (9 \text{ SF} / \text{SY}) \Rightarrow 694 \text{ SY}$
		3780 420



Cost Worksheet

PROJECT:	Georgia Department of Transportation STP00-1111-00(011)- P.I. No. 642220 SR 146/Cloud Springs Road from SR 1/US 27 East to CR 553/Lakeview Road Catoosa County	ALTERNATIVE NO.: RD-12
DESCRIPTION:	Close median openings at CR-57/Beaver Road, the entrance to Park Lake Apartments, and Linda Lane	SHEET NO.: 6 of 6

CONSTRUCTION ITEM		ORIGINAL ESTIMATE			PROPOSED ESTIMATE		
ITEM	UNITS	NO. OF UNITS	COST/ UNIT	TOTAL	NO. OF UNITS	COST/ UNIT	TOTAL
				\$ -			
12.5 mm Superpave	TN	159 257	\$ 56.36	\$ 8961 14,485	0	\$ 56.36	\$ -
19.0 mm Superpave	TN	212 342	\$ 57.93	\$ 12,281 19,812	0	\$ 57.93	\$ -
25.0 mm Superpave	TN	423 684	\$ 53.81	\$ 22,762 36,006	0	\$ 53.81	\$ -
GAB	SY	192 311	\$ 13.24	\$ 25,474 41,178	0	\$ 13.24	\$ -
Curb & Gutter Type-7	LF	0	\$ 11.87	\$ -	600	\$ 11.87	\$ 7,122 7,122
Concrete Median 7.5"	SY	420 694	\$ 45.19	\$ 18,980 31,302	0	\$ 45.19	\$ -
Permenant Grassing	AC	0	\$ 699.78	\$ -	1	\$ 699.78	\$ 700
Fertilizer	TN	0	\$ 400.19	\$ -	1.5	\$ 400.19	\$ 600 600
Agricultural Lime	TN	0	\$ 52.05	\$ -	2	\$ 52.05	\$ 104
Nitrogen	LB	0	\$ 2.24	\$ -	100	\$ 2.24	\$ 224 224
Sub-total				\$ 88,456 143,041			\$ 6,750 6,750
Mark-up at 10.00%				\$ 8,846 14,304			\$ 875 875
TOTAL				\$ 97,302 158,005			\$ 6,710 9,625

Estimated Savings: \$148,380
\$ 90,594



Cost Worksheet

PROJECT: Georgia Department of Transportation STP00-1111-00(011)- P.I. No. 642220 SR 146/Cloud Springs Road from SR 1/US 27 East to CR 553/Lakeview Road Catoosa County	ALTERNATIVE NO.: <div style="font-size: 1.2em; font-weight: bold;">RD-19</div>
DESCRIPTION: Reduce ROW required for Pine Hill Drive to avoid the taking of the existing Conoco gas station	SHEET NO.: 4 of 4

CONSTRUCTION ITEM		ORIGINAL ESTIMATE			PROPOSED ESTIMATE		
ITEM	UNITS	NO. OF UNITS	COST/ UNIT	TOTAL	NO. OF UNITS	COST/ UNIT	TOTAL
Right of Way	LS	1	\$ 500,000.00	\$ 500,000	0	\$ -	\$ -
12.5mm Superpave	TN	9.9	\$ 56.36	\$ 558			
19.0mm Superpave	TN	13.2	\$ 57.93	\$ 765			
25.0mm Superpave	TN	2.6	\$ 53.81	\$ 142			
GAB-12"	SY	12.0	\$ 13.24	\$ 1589			
Sidewalk	SY	233	\$ 23.65	\$ 5510			
Curb & Gutter, TP 2	LF	420	\$ 11.85	\$ 4985			
Sub-total				164,378 \$ 500,000			\$ -
Mark-up at 10.00%				\$ 16,438 \$ 50,000			\$ -
TOTAL				\$ 550,000			\$ -
Estimated Savings:				\$ 180,816			\$550,000

\$180,816

PRECONSTRUCTION STATUS REPORT FOR PI:642220-

SR 146/CLOUD SPR RD FM SR 1/US 27 EAST TO CR 553/LAKEVIEW RD									
PROJECT ID:	642220-	MPO:	Chattanooga TMA	PRIORITY CODE:	6	MGMT LET DATE:	08/15/2013		
COUNTY:	Catoosa	TIP #:	STP-98(4)	DOT DIST:	2020	MGMT ROW DATE:	02/15/2011		
LENGTH (MI)	2.20	MODEL YR:	Widening	CONG. DIST:	9	BASELINE LET DATE:	08/13/2013		
PROJ NO.:	STP006-1111-00(011)	TYPE WORK:	ADD 4U(MED 20)	BIKE:	Y	SCHED LET DATE:	10/10/2013		
PROJ MGR:	Rogers, Terry	CONCEPT:	Reconstruction/Rehabilitation	MEASURE:	E	WHO LETS?:	GOOT Let		
AOHD Initials:	SSH	PROG TYPE:	Prov. for ITS:	NEEDS SCORE:	04	LET WITH:			
OFFICE:	Program Delivery			BRIDGE SUFF:					
CONSULTANT:	Consultant Design (DOT contract)								
SPONSOR:	GOOT								
DESIGN FIRM:	QK4								
BOND PROJ:									
TASKS									
BASE START	BASE FINISH	LATE START	LATE FINISH	ACTUAL START	ACTUAL FINISH	%			
				3/1/2000	8/15/2006	100			
				3/22/2001	3/22/2001	100			
				7/21/2006	7/21/2006	100			
				7/28/2006	8/8/2006	100			
				8/8/2006	8/15/2006	100			
				7/15/2006	8/15/2006	100			
				11/19/2009		83			
				2/16/2006	2/16/2006	100			
				1/1/2001		21			
				9/29/2003	11/18/2003	100			
				11/18/2003	12/19/2003	100			
				1/24/2006		11			
				11/8/2006		100			
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